

Statewide Transportation Improvement Program

Introduction

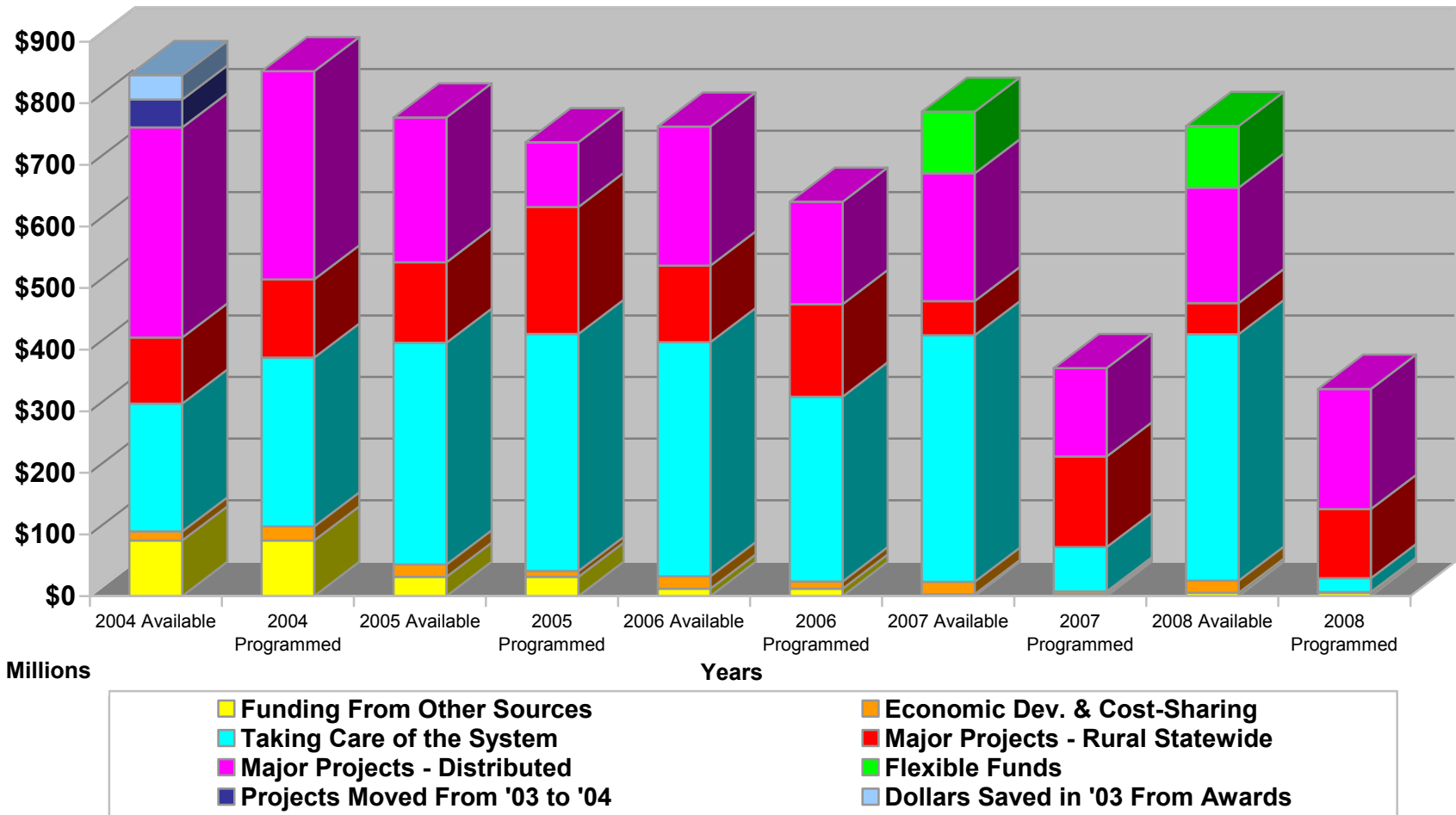
The Missouri Department of Transportation, in accordance with state law and the federal Transportation Equity Act for the 21st Century, has prepared this Statewide Transportation Improvement Program, or STIP, for state fiscal years 2004 through 2008 (July 1, 2003 – June 30, 2008). The STIP, prepared annually, includes all projects proposed for funding under TEA-21, the Federal Transit Act, the Aviation Investment and Reform Act for the 21st Century and state general revenue.

The STIP sets forth the specific construction projects MoDOT will undertake in the next five years. It covers highways, bridges, transit, aviation, rail, waterways, enhancements and other projects. It is the project-specific product that tells Missourians what improvements to expect on their transportation system during this period.

The 2004-2008 STIP represents MoDOT's transition from the expansion of the highway system to taking care of the existing highway system. Both the development process of the 2004-2008 STIP and the projects identified in the 2004-2008 STIP are consistent with each of MoDOT's strategic priorities. These priorities are to take care of the existing transportation system, to finish what has been started and to build public trust.

The Missouri Highways and Transportation Commission approved a new funding distribution method in January 2003. This funding method was developed with extensive public involvement and is also consistent with MoDOT's strategic priorities. MoDOT intends to use a planning process for identifying transportation needs and prioritizing projects that is open and transparent, easy to understand and incorporates local officials' involvement. The process will provide a set of guidelines allowing for statewide consistency and for flexibility that recognizes regional differences. Each of MoDOT's 10 districts will have input in deciding how to use flexible funds.

The 2004–2008 STIP begins emphasizing the need to take care of the existing transportation system by increasing the investment in this area -- incrementally transitioning from state fiscal year 2005 to 2006 an average of approximately \$210 million to \$400 million. The transition to the new funding distribution is not completed until state fiscal year 2007. The funding distribution in state fiscal year 2004 is consistent with the funding distribution in the previous STIP. This is necessary in order to honor previous project commitments. In state fiscal years 2007 and 2008, the new funding transition is fully implemented. This transition to the new funding distribution is detailed in the bar chart on the following page.



As shown in the chart above, in state fiscal year 2004, the funding emphasis has been on major projects. This emphasis resulted in a declining trend in the condition of Missouri's roads and bridges (a table supporting this chart is at the end of this introduction).

The new funding levels for taking care of the existing system will result in a 4 to 6 percent decrease, over the next five years, in the total number of bridges and miles of roadway in poor condition. Included in the taking-care-of-the-system category is dedicated funding for the new interstate rehabilitation program. Examples of the interstate rehabilitation projects to be funded by this program include the following.

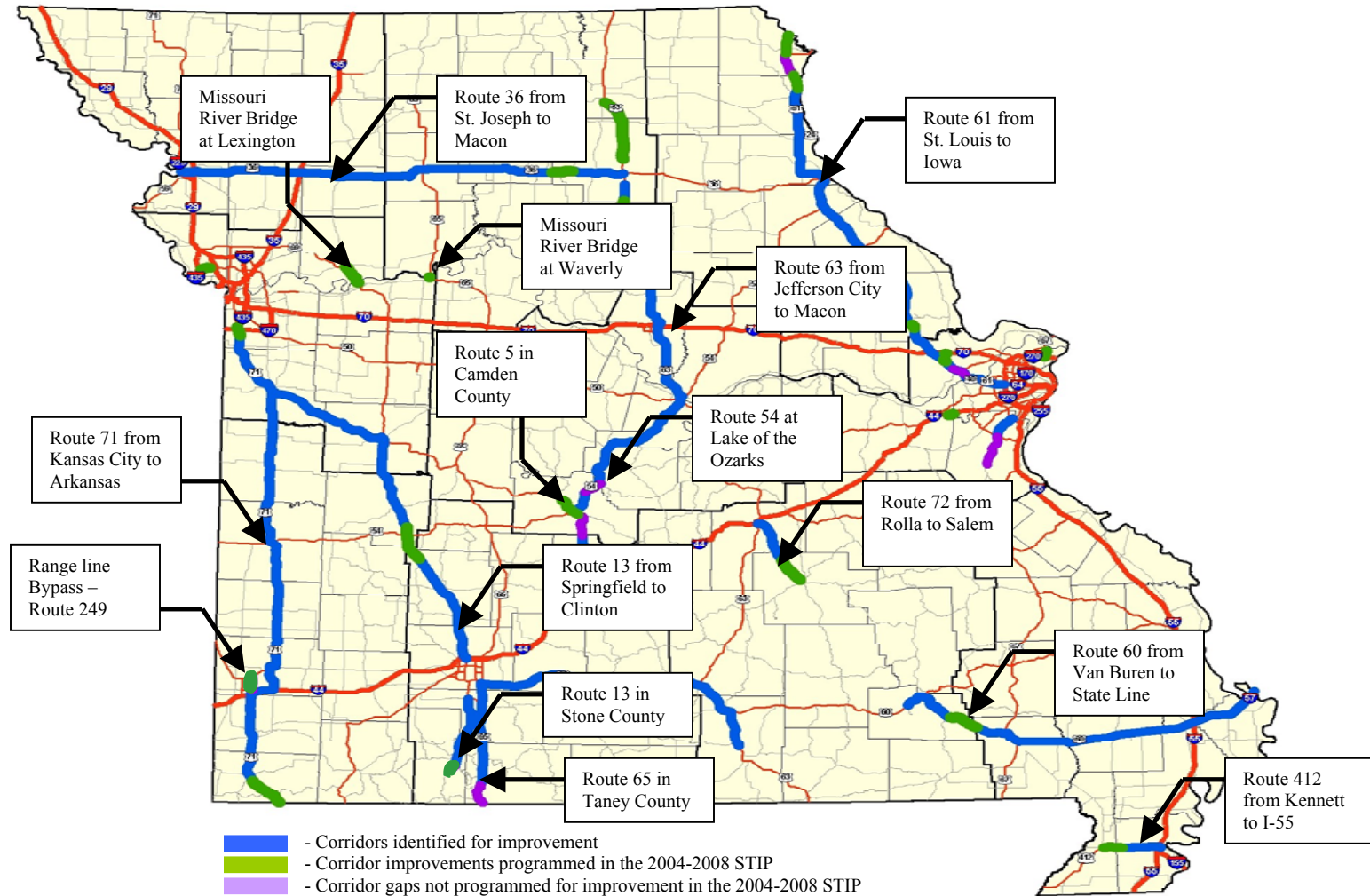
1. Rehabilitates I-35 in Clinton and Daviess counties
2. Rehabilitates I-70 in Callaway County
3. Rehabilitates I-70 in Lafayette County
4. Replaces the Compton Avenue bridge on I-64 in St. Louis City
5. Rehabilitates I-44 in Crawford County
6. Replaces bridge on I-35 at Ramp F over Ramp D south of 27th Street in Jackson County

In addition to the emphasis on taking care of the existing transportation system, several corridors are programmed for construction in the 2004-2008 STIP. Working on these corridors is consistent with MoDOT's strategic priority to finish what's been started. These corridors include the following.

1. Route 36 to four lanes from St. Joseph to Macon
2. Route 65 Missouri River bridge at Waverly
3. Interchange improvements at Interstate 470, Interstate 435 and Route 71, also known as the Grandview Triangle
4. Route 13 Missouri River bridge at Lexington
5. Interstate 70 to at least six lanes from Lake St. Louis to the interchange at Routes 40 and 61
6. Route 367 improvements from Route 67 to Interstate 270
7. Route 71 to four lanes from Kansas City to the Arkansas state line
8. Route 13 to four lanes from Clinton to Springfield
9. West bypass of Springfield, Route 160 from Interstate 44 to the James River Freeway
10. Route 60 to four lanes from Van Buren to Poplar Bluff
11. Route 72 to an upgraded two-lane facility from Rolla to Salem
12. Route 412 to four lanes from Kennett to Interstate 55

In addition to these corridor completions, the 2004-2008 STIP makes progress toward the completion of several other corridor improvement projects throughout the state. These include Route 61 in Lewis and Clark counties and Route 5 in Camden County. The Route 152 corridor in Kansas City will be upgraded to a freeway between Interstate 435 and Interstate 29. Improvements are also continuing on Route 40 in St. Charles County and Interstate 44 in Franklin County. These endeavors are shown on the maps on the following pages.

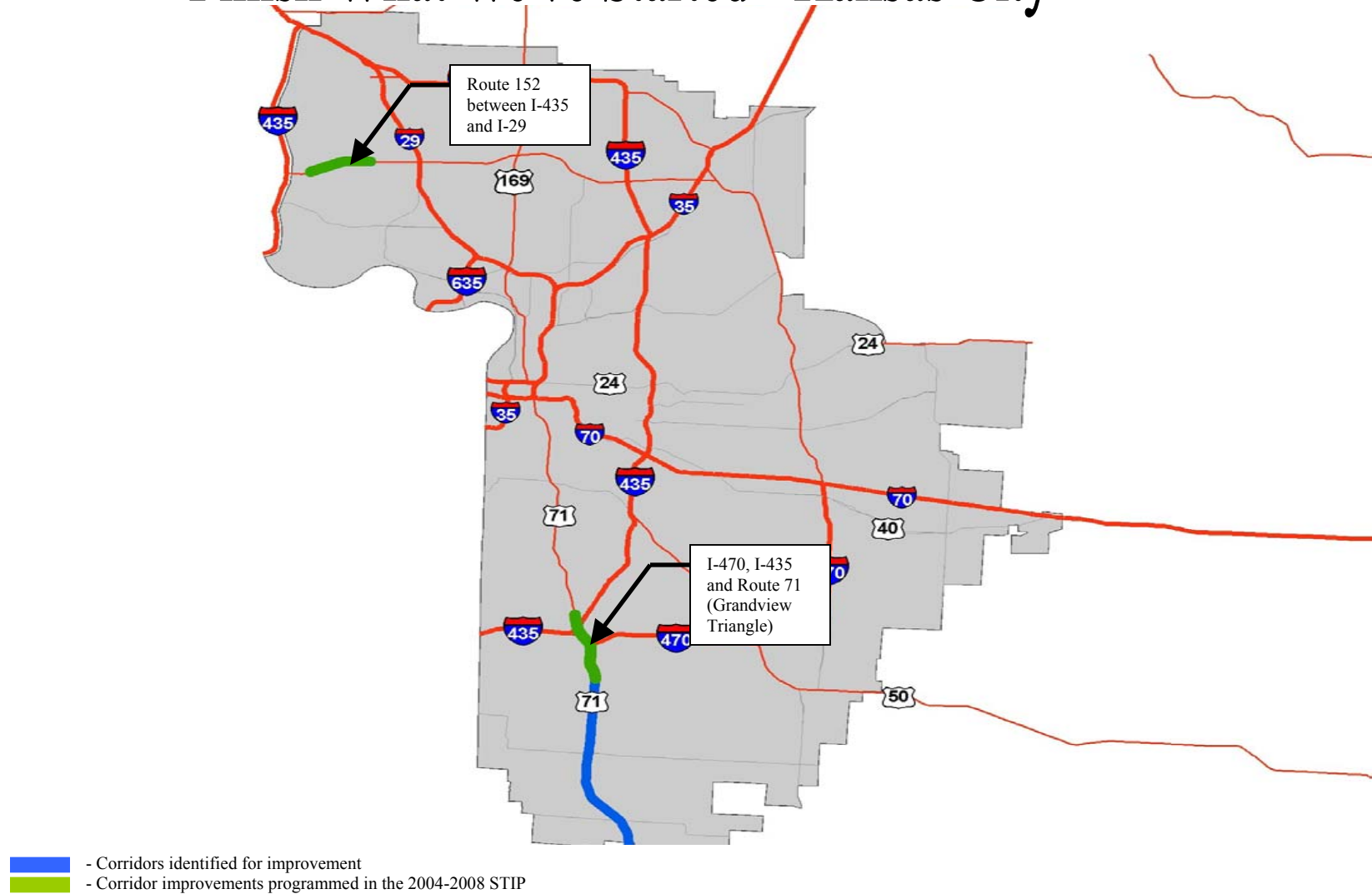
Finish What We've Started



Finish What We've Started - St. Louis



Finish What We've Started - Kansas City



The 2004–2008 STIP incorporates new projects in 2008. This happens each year in a new STIP. As one year of projects is completed, another year is added. The program includes references to transportation improvements on the state system and also improvements identified by metropolitan planning organizations in St. Louis, Kansas City, Springfield, Columbia, Jefferson City, Joplin and St. Joseph. Projects listed in the program must be within the fiscal constraints of the funding-level projections. These future funding-level projections are based on the following assumptions.

<u>Revenue Category</u>	<u>Assumption</u>
Gasoline tax	1 percent annual growth
Special fuel tax	2 percent annual growth
Motor vehicle licenses/fees	1.5 percent annual growth
Motor vehicle sales/use tax	3 percent growth in 2003; 5 percent annual growth thereafter
Federal apportionments after 90 percent obligation limitation	\$28 billion funding level in 2003; 3 percent annual growth 2004-2008

The total STIP construction funds include an additional \$40 million as a result of project savings during the past year and an additional \$20 million each year in 2004, 2005 and 2006 for design, project scope and land purchases in anticipation of increased federal funding.

If these projected funding levels increase, the completion of corridors that can be accommodated with the additional funds will be pursued. In addition, the transition to \$400 million in taking-care-of-the-system funds will be advanced according to the new funding level. The comparison of the current funds available to the funds committed to projects in the 2004-2008 STIP is displayed on the chart on the following page.

Funding Distribution

(in millions)

	2004		2005		2006	
	Target	Programmed	Target	Programmed	Target	Programmed
Flexible Funds	\$0	\$0	\$0	\$0	\$0	\$0
Major Projects – Distributed	\$341	\$338	\$235	\$105	\$226	\$166
Major Projects - Rural Statewide	\$107	\$127	\$131	\$206	\$124	\$150
Taking Care of the System	\$207	\$274	\$360	\$385	\$380	\$300
Economic Dev. & Cost-Sharing	\$15	\$23	\$20	\$8	\$20	\$8
Funding from Other Sources	\$90	\$90	\$31	\$31	\$12	\$12
Projects Moved from '03 to '04	\$45	\$0	\$0	\$0	\$0	\$0
Dollars Saved in '03 from Awards	\$40	\$0	\$0	\$0	\$0	\$0
Total	\$846	\$852	\$777	\$735	\$762	\$636

	2007		2008	
	Target	Programmed	Target	Programmed
Flexible Funds	\$100	\$0	\$100	\$0
Major Projects – Distributed	\$207	\$144	\$188	\$195
Major Projects - Rural Statewide	\$56	\$147	\$50	\$113
Taking Care of the System	\$400	\$72	\$400	\$22
Economic Dev. & Cost-Sharing	\$20	\$6	\$20	\$1
Funding from Other Sources	\$3	\$3	\$5	\$5
Total	\$786	\$372	\$763	\$336